

DISTRICT OF COLUMBIA COURTS AND PUBLIC DEFENDER SERVICE VOLUNTARY SEPARATION INCENTIVE PAYMENTS ACT

Mr. CARTER of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5037) to authorize the establishment of a program of voluntary separation incentive payments for nonjudicial employees of the District of Columbia courts and employees of the District of Columbia Public Defender Service, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5037

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “District of Columbia Courts and Public Defender Service Voluntary Separation Incentive Payments Act”.

SEC. 2. AUTHORIZATION FOR PROGRAM OF VOLUNTARY SEPARATION INCENTIVE PAYMENTS FOR DISTRICT OF COLUMBIA COURTS.

(a) IN GENERAL.—Chapter 17 of title 11, District of Columbia Official Code, is amended by inserting after section 11-1726 the following new section:

“§ 11-1726A. Voluntary Separation Incentive Payments

“The Joint Committee on Judicial Administration may, by regulation, establish a program substantially similar to the program established under subchapter II of chapter 35 of title 5, United States Code, for nonjudicial employees of the District of Columbia [courts] courts, except that the maximum amount of the payment made under the program to any individual may not exceed the amount referred to in section 3523(b)(3)(B) of title 5, United States Code.”.

(b) CLERICAL AMENDMENT.—The table of contents of chapter 17 of title 11, District of Columbia Official Code, is amended by inserting after the item relating to section 11-1726 the following new item:

“11-1726A. Voluntary separation incentive payments.”.

SEC. 3. AUTHORIZATION FOR PROGRAM OF VOLUNTARY SEPARATION INCENTIVE PAYMENTS FOR DISTRICT OF COLUMBIA PUBLIC DEFENDER SERVICE.

Section 305 of the District of Columbia Court Reform and Criminal Procedure Act of 1970 (sec. 2-1605, D.C. Official Code) is amended by adding at the end the following new subsection:

“(d) The Director may establish a program substantially similar to the program established under subchapter II of chapter 35 of title 5, United States Code, for employees of the [Service] Service, except that the maximum amount of the payment made under the program to any individual may not exceed the amount referred to in section 3523(b)(3)(B) of title 5, United States Code.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Mr. CARTER) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Mr. CARTER of Georgia. Mr. Speaker, I ask unanimous consent that all

Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. CARTER of Georgia. Mr. Speaker, I yield myself such time as I may consume.

I rise today in support of H.R. 5037, the District of Columbia Courts and Public Defender Service Voluntary Separation Incentive Payments Act, introduced by my colleague from the District of Columbia, Delegate ELEANOR HOLMES NORTON.

Voluntary separation incentive payments provide agencies an effective and efficient tool for reducing the size of their workforce, cutting costs in the process.

As stewards of taxpayers' dollars, it is important that every agency ensure it is staffed only to the extent that their work requires. H.R. 5037 will provide authority for the District of Columbia to offer buyouts for employees of the D.C. courts and public defenders.

This legislation would authorize the District to set up a substantially similar system to that already used by Federal agencies. Utilizing a voluntary separation incentive payment program will assist the D.C. court and public defender systems in reducing cost.

When compared to other force reduction efforts, the Government Accountability Office found voluntary separation incentive payments result in greater cost reductions and savings. The GAO review found that voluntary separation payments generate greater savings than direct workforce reductions because the payment encourages higher paid staff to depart.

H.R. 5037 will allow the District to decrease the cost and increase the efficiency of administering the judicial system.

I urge my colleagues to support H.R. 5037.

Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Again, I thank the gentleman from Georgia (Mr. CARTER) and especially Chairman CHAFFETZ and Ranking Member CUMMINGS for working together and with me to move this bill to the floor today.

This bill, the District of Columbia Courts and Public Defender Service Voluntary Separation Incentive Payments Act, as amended, would make a minor change to the authorities of the District of Columbia courts and the Public Defender Service by placing these entities in the same position as their Federal counterparts for more effective management and operation.

The bill would give the D.C. courts and PDS the same authority Federal agencies and Federal courts already have to offer voluntary separation incentive payments, or buyouts, to their

employees. The fiscal year 2016 omnibus bill already gives D.C. courts buyout authority. But my bill would make this authorization permanent—so I don't have to keep coming back to this floor on such a minor administrative matter—and it would extend it to PDS, in addition to the courts. Buyouts would allow the D.C. courts and PDS to respond to their future administrative and budget needs and would provide the flexibility to extend buyout offers to their employees.

The U.S. Government Accountability Office has determined that voluntary separation incentive payments may be made only where statutorily authorized. While Federal agencies and Federal courts have the statutory authority to offer buyouts, PDS and the D.C. courts have not been expressly permitted to permanently provide them to their employees. PDS and the D.C. courts seek the same buyout authority in order to manage their workforce as budget conditions and needs change.

I yield back the balance of my time.

Mr. CARTER of Georgia. Mr. Speaker, I urge adoption of the bill.

I yield back the balance of my time.

The SPEAKER pro tempore (Mr. CURBELO of Florida). The question is on the motion offered by the gentleman from Georgia (Mr. CARTER) that the House suspend the rules and pass the bill, H.R. 5037, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUELSKAMP. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

MODERNIZING GOVERNMENT TRAVEL ACT

Mr. CARTER of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5625) to provide for reimbursement for the use of modern travel services by Federal employees traveling on official Government business, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5625

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Modernizing Government Travel Act”.

SEC. 2. FEDERAL EMPLOYEE REIMBURSEMENT FOR USE OF MODERN TRAVEL SERVICES.

(a) IN GENERAL.—Not later than 90 days after the date of enactment of this Act, the Administrator of General Services shall prescribe regulations under section 5707 of title 5, United States Code, to provide for the reimbursement for the use of a transportation network company or innovative mobility technology company by any Federal employee traveling on official business

under subchapter I of chapter 57 of such title, except that the Director of the Administrative Office of the United States Courts shall prescribe such regulations with respect to employees of the judicial branch of the Government.

(b) DEFINITIONS.—In this section:

(1) INNOVATIVE MOBILITY TECHNOLOGY COMPANY.—The term “innovative mobility technology company” means an organization, including a corporation, limited liability company, partnership, sole proprietorship, or any other entity, that applies technology to expand and enhance available transportation choices, better manage demand for transportation services, and provide alternatives to driving alone.

(2) TRANSPORTATION NETWORK COMPANY.—The term “transportation network company” means a corporation, partnership, sole proprietorship, or other entity, that uses a digital network to connect riders to drivers affiliated with the entity in order for a driver to provide transportation services to a rider.

SEC. 3. REPORT ON TRANSPORTATION COSTS.

Section 5707(c) of title 5, United States Code, is amended to read as follows:

“(c)(1) Not later than November 31 of each year, the head of each agency shall submit to the Administrator of the General Services, in a format prescribed by the Administrator and approved by the Director the Office of Management and Budget—

“(A) data on total agency payments for such items as travel and transportation of people, average costs and durations of trips, and purposes of official travel;

“(B) data on estimated total agency payments for employee relocation; and

“(C) an analysis of the total costs of transportation service by type, and the total number of trips utilizing each transportation type for purposes of official travel.

“(2) The Administrator of the General Services shall make the data submitted pursuant to paragraph (1) publically available upon receipt.

“(3) Not later than January 31 of each year, the Administrator of the General Services shall submit to the Director of the Office of Management and Budget, the Committee on Oversight and Government Reform of the House of Representatives, and the Committee on Homeland Security and Government Affairs of the Senate—

“(A) an analysis of the data submitted pursuant to paragraph (1) for the agencies listed in section 901(b) of title 31 and a survey of such data for each other agency; and

“(B) a description of any new regulations promulgated or changes to existing regulations authorized under this section.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Georgia (Mr. CARTER) and the gentlewoman from the District of Columbia (Ms. NORTON) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Mr. CARTER of Georgia. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include any extraneous material on the bill under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. CARTER of Georgia. Mr. Speaker, I yield myself such time as I may consume.

I rise today in support of H.R. 5625, the Modernizing Government Travel Act, introduced by Congressman SETH MOULTON of Massachusetts.

Federal employees' options for transportation on official travel are limited. In the modern shared economy, there are many new methods of transportation that can help the Federal Government reduce the costs associated with travel by Federal employees.

In order for the government to be good stewards of taxpayer funds, it is important that it embrace innovation and the efficiencies that come with it. The Modernizing Government Travel Act will help to ensure that as new transportation services emerge, Federal employees can take advantage of the efficiencies that these services bring.

This bill would provide a statutory framework for authority for employees on official business to travel using transportation network company services. By opening up a new market for transportation services, H.R. 5625 will also help to spur new innovations, which will bring potentially greater cost savings.

Embracing innovation is only one piece of ensuring taxpayer dollars are well spent. We must also ensure that there is accountability for travel expenses. H.R. 5625 will mandate that agencies report their travel costs to the General Services Administration. H.R. 5625 will also require that GSA publish that data for the American people to review. GSA will be required to provide a report on agency official travel costs to Congress in order to better inform future transportation policy decisions.

I urge my colleagues to support this good government bill and help promote innovation in the transportation sector by supporting H.R. 5625.

Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 5625, the Modernizing Government Travel Act, as amended. I thank Representative MOULTON and Representative HURD for their work on this measure in particular.

H.R. 5625 would expand the transportation options for Federal employees on official government travel. Specifically, the legislation would require the General Services Administration to issue regulations to allow Federal employees to be reimbursed for the use of ridesharing services, such as Uber and Lyft. The bill also would allow for the use of future technologies not yet known or available to be covered as reimbursable travel expenses.

In addition, Federal agencies would be required to submit annually to GSA detailed information on their travel costs, including breakdowns of costs by transportation type. GSA would be required to submit annual reports to Congress containing an analysis or survey of agencies' travel costs, as well as implementation of the regulations.

I urge my colleagues to join me in supporting H.R. 5625.

I reserve the balance of my time.

Mr. CARTER of Georgia. Mr. Speaker, I have no further speakers, and I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield 3 minutes to the gentleman from Massachusetts (Mr. MOULTON), who is the sponsor of the bill.

Mr. MOULTON. Mr. Speaker, I rise today in strong support of H.R. 5625, the Modernizing Government Travel Act. While we may not agree on all things, I think there is consensus on both sides of the aisle that the Federal Government has failed to keep pace with the technological advances and innovation that have come to define the 21st century economy. Despite the emergence of new technologies designed to improve the way we travel, today some Federal employees are unable to be reimbursed for using more cost-effective, innovative modes of transportation when traveling on official business.

Innovative ridesharing services supported by mobile apps have dramatically changed how we get from one place to another. Now, with just a few taps on a smartphone, we can access a variety of new transportation options like rideshare and bikeshare that complement public transit, take more cars off our congested roads, and reduce fuel emissions.

While the Government Services Administration allows agencies to authorize the use of these transportation options by Federal employees, it has not, nor is it required by law, to issue comprehensive guidance across the Federal Government. Consequently, agencies and their employees may be unaware that they have the transportation options available to them for reimbursement.

H.R. 5625 would require the General Services Administration to implement regulations to allow Federal employees to use transportation options like rideshare and bikeshare for official travel. The GSA administrator would be required to submit annual reports to Congress on the implementation of these regulations and the resulting amount of government savings.

I want to thank the gentleman from Texas (Mr. HURD) for working with me on this legislation, as well as Representatives SWALWELL, ISSA, MEADOWS, and BUSTOS for their support. This is truly a bipartisan effort that will increase the Federal Government's engagement in the sharing economy while saving taxpayer dollars.

I urge all of my colleagues to support this legislation.

Mr. CARTER of Georgia. Mr. Speaker, I reserve the balance of my time.

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

I just thank the gentleman from Massachusetts (Mr. MOULTON) again for this bill. I note that this is a truly bipartisan bill. I wish we had more like them coming on this floor. It does show that bipartisanship still lives. It is not dead in the House of Representatives. It certainly was revived with this bill.

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This is a very good bill for reviving it. Look what it does. It keeps up with rapidly changing technology, and what is particularly gratifying about the bill is it says you don't have to come back to the floor every time when technology changes, you can reimburse as technology changes.

This will encourage Federal employees to look for the fastest, cheapest way to get around the District of Columbia and the region. Remember, these employees are all over the United States, but they are particularly to be found in crowded regions like the national capital area region. And I note that in this region Metro is being fixed. It goes to show that we need all the diversity and means of travel we can find, and I applaud this bill.

Mr. Speaker, having no further speakers, I yield back the balance of my time.

Mr. CARTER of Georgia. Mr. Speaker, I urge adoption of the bill.

I yield back the balance of my time. Mr. SWALWELL of California. Mr. Speaker, I rise in strong support of H.R. 5625, the Modernizing Government Travel Act.

This bill is an important step forward in bringing government employees and federal regulations into the 21st century. Currently, each agency has different policies on what transportation options are available to federal employees for reimbursement. Thus, depending on the agency, some federal employees are unable to be reimbursed for official travel if they use ride-sharing or non-traditional forms of transportation, such as bikeshare. Yet many of these platforms provide cost-effective ways for our government employees to travel quickly and efficiently.

H.R. 5625 would address this problem by requiring the General Services Administration (GSA) to implement regulations to allow all federal employees to be reimbursed for these modes of travel. I was privileged to help in the drafting of H.R. 5625, and I want to thank the sponsor, Congressman SETH MOULTON, for introducing the bill and working diligently to help move it to the Floor.

Last year, Congressman DARRELL ISSA and I co-founded the bipartisan Congressional Sharing Economy Caucus. We started this caucus in order to bring government attention to the benefits of the sharing economy and to find ways for the federal government to support it, a growing sector of our economy. The bill in front of us helps to encourage the use of sharing economy technology, therefore saving taxpayers money, and fits perfectly within the goals of the Sharing Economy Caucus.

I urge my colleagues to support H.R. 5625 today.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Georgia (Mr. CARTER) that the House suspend the rules and pass the bill, H.R. 5625, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUELSKAMP. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

PROGRAM MANAGEMENT IMPROVEMENT ACCOUNTABILITY ACT

Mr. CARTER of Georgia. Mr. Speaker, I move to suspend the rules and pass the bill (S. 1550), to amend title 31, United States Code, to establish entities tasked with improving program and project management in certain Federal agencies, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 1550

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Program Management Improvement Accountability Act".

SEC. 2. PROJECT MANAGEMENT.

(a) DEPUTY DIRECTOR FOR MANAGEMENT.—

(1) ADDITIONAL FUNCTIONS.—Section 503 of title 31, United States Code, is amended by adding at the end the following:

"(c) PROGRAM AND PROJECT MANAGEMENT.—

"(1) REQUIREMENT.—Subject to the direction and approval of the Director, the Deputy Director for Management or a designee shall—

"(A) adopt governmentwide standards, policies, and guidelines for program and project management for executive agencies;

"(B) oversee implementation of program and project management for the standards, policies, and guidelines established under subparagraph (A);

"(C) chair the Program Management Policy Council established under section 1126(b);

"(D) establish standards and policies for executive agencies, consistent with widely accepted standards for program and project management planning and delivery;

"(E) engage with the private sector to identify best practices in program and project management that would improve Federal program and project management;

"(F) conduct portfolio reviews to address programs identified as high risk by the Government Accountability Office;

"(G) not less than annually, conduct portfolio reviews of agency programs in coordination with Project Management Improvement Officers designated under section 1126(a)(1) to assess the quality and effectiveness of program management; and

"(H) establish a 5-year strategic plan for program and project management.

"(2) APPLICATION TO DEPARTMENT OF DEFENSE.—Paragraph (1) shall not apply to the Department of Defense to the extent that the provisions of that paragraph are substantially similar to or duplicative of—

"(A) the provisions of chapter 87 of title 10; or

"(B) policy, guidance, or instruction of the Department related to program management."

(2) DEADLINE FOR STANDARDS, POLICIES, AND GUIDELINES.—Not later than 1 year after the date of enactment of this Act, the Deputy Director for Management of the Office of Management and Budget shall issue the standards, policies, and guidelines required under section 503(c) of title 31, United States Code, as added by paragraph (1).

(3) REGULATIONS.—Not later than 90 days after the date on which the standards, poli-

cies, and guidelines are issued under paragraph (2), the Deputy Director for Management of the Office of Management and Budget, in consultation with the Program Management Policy Council established under section 1126(b) of title 31, United States Code, as added by subsection (b)(1), and the Director of the Office of Management and Budget, shall issue any regulations as are necessary to implement the requirements of section 503(c) of title 31, United States Code, as added by paragraph (1).

(b) PROGRAM MANAGEMENT IMPROVEMENT OFFICERS AND PROGRAM MANAGEMENT POLICY COUNCIL.—

(1) AMENDMENT.—Chapter 11 of title 31, United States Code, is amended by adding at the end the following:

"§ 1126. Program management improvement officers and program management policy council

"(a) PROGRAM MANAGEMENT IMPROVEMENT OFFICERS.—

"(1) DESIGNATION.—The head of each agency described in section 901(b) shall designate a senior executive of the agency as the Program Management Improvement Officer of the agency.

"(2) FUNCTIONS.—The Program Management Improvement Officer of an agency designated under paragraph (1) shall—

"(A) implement program management policies established by the agency under section 503(c); and

"(B) develop a strategy for enhancing the role of program managers within the agency that includes the following:

"(i) Enhanced training and educational opportunities for program managers that shall include—

"(I) training in the relevant competencies encompassed with program and project manager within the private sector for program managers; and

"(II) training that emphasizes cost containment for large projects and programs.

"(ii) Mentoring of current and future program managers by experienced senior executives and program managers within the agency.

"(iii) Improved career paths and career opportunities for program managers.

"(iv) A plan to encourage the recruitment and retention of highly qualified individuals to serve as program managers.

"(v) Improved means of collecting and disseminating best practices and lessons learned to enhance program management across the agency.

"(vi) Common templates and tools to support improved data gathering and analysis for program management and oversight purposes.

"(3) APPLICATION TO DEPARTMENT OF DEFENSE.—This subsection shall not apply to the Department of Defense to the extent that the provisions of this subsection are substantially similar to or duplicative of the provisions of chapter 87 of title 10. For purposes of paragraph (1), the Under Secretary of Defense for Acquisition, Technology, and Logistics (or a designee of the Under Secretary) shall be considered the Program Management Improvement Officer.

"(b) PROGRAM MANAGEMENT POLICY COUNCIL.—

"(1) ESTABLISHMENT.—There is established in the Office of Management and Budget a council to be known as the 'Program Management Policy Council' (in this subsection referred to as the 'Council').

"(2) PURPOSE AND FUNCTIONS.—The Council shall act as the principal interagency forum for improving agency practices related to program and project management. The Council shall—